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That we carry the best line of Can-
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made confections and the cele-
brated Gunther's box goods

OYSTERS AND LUNCHEES

Of all kinds served right here

LONG & HEIBERGER

PRESIDENT DELIVERS MESSAGE THAT SIZZLES

Panama Canal Charges are "Scurrilous, Libelous
and False," He Says—Will Prosecute Joseph
Pulitzer, Owner of New York World.

(Continued from First Page.)

canals was blocked by the refusal of William Nelson Cromwell to answer the most pertinent questions of Senator Morgan of Alabama. Since that time nothing has been done because after Senator Morgan's death there was no successor to carry on his great work of revealing the truth about Panama corruption.

"The Indianapolis News said in the editorial for which Mr. Roosevelt as-
sails Mr. Smith:

As to President's Answer.

"It has been charged that the United States bought from American citizens for \$40,000,000 property that cost those citizens only \$12,000,000. There is no doubt that the government paid \$40,000,000 for the property. But who got the money?"

"President Roosevelt's reply to this most proper question is for the most part a string of abusive and defamatory epithets.

"As to the detailed distribution of the Panama loot, only one man knows it all, and that man is William Nelson Cromwell. The two men who were most in Mr. Cromwell's confidence are Theodore Roosevelt, president of the United States, and Elihu Root, former secretary of war and now secretary of state.

"It was they who aided Mr. Cromwell in consummating the Panama revolution, arranged the terms of the purchase of the Panama canal, made the agreement to pay \$40,000,000 on the canal properties and an additional \$10,000,000 for a manufactured Panama republic, every penny of both of which sums was paid by check on the United States treasury to J. P. Morgan & Co.—not to the French government, as Mr. Roosevelt says, but to J. P. Morgan & Co.

Cromwell's Contract Powers.

"If congress can have all the documents in the case, as Mr. Roosevelt says, let congress make a complete investigation of the Panama canal affair, and in particular of William Nelson Cromwell's relation with the French company, with Panama and with the government of the United States. Let congress officially answer this question: 'Who Got the Money?'

"What Mr. Cromwell represented was

the new Panama canal company, the American Panama Canal Company, and the \$5,000,000 syndicate which he formed to finance the new companies.

"The basis on which Mr. Cromwell was 'exclusively empowered' in this contract was that an American Panama Canal Company, with a capitalization of \$60,000,000 preferred and \$45,000,000 common should be ordered to take over the Panama canal concessions and all other property belonging to the New French Panama Canal Company, which had bought the same from the old De Lesseps company. This company was incorporated in New Jersey with dummy directors. There was also incorporated in New Jersey with dummy directors the Inter-oceanic Canal Company.

"Senator Morgan unearthed a copy of the \$5,000,000 syndicate agreement which provided that the subscribers should contract with William Nelson Cromwell to pay in \$5,000,000 in cash and to take their several allotments in the enterprise.

Where the Money Went.

"Following that, to quote from Mr. Cromwell's testimony, 'in May, 1904, I representing the new Panama canal, and Judges Day and Russel, representing Attorney General Knox, consummated the transfer and sale to the United States.

"Mr. Roosevelt says 'the government paid this \$40,000,000 direct to the French government.'

Mr. Cromwell testified that the United States paid the money to J. P. Morgan & Co.

"Mr. Roosevelt says 'the French government distributed the sum.' Mr. Cromwell testified as to how he distributed it.

Cromwell Made Revolution?

"As to Mr. Roosevelt's statement that 'there was no syndicate' he could have read the 'syndicate subscription agreement' on page 1150, vol. 11, of the testimony before the committee on inter-oceanic canals—if he had cared for the truth.

"That the United States government was not dealing with the French government, or the liquidator appointed by the French government, or with Colombia, or with Panama, or with anyone else except William Nelson Cromwell and his associates, is made still more plain by the description of Senator J. Gabriel Duque as to the Panama revolution, and as to the manner in which Mr. Cromwell got \$10,000,000 additional from the United States treasury. Senator Duque said:

"Mr. Cromwell made the revolution. He offered to make me president of the new republic and to see me through it I would raise a small force of men and declare a secession from Colombia. He made promises that we should have the help of his government. It was accompanied by a liberal use of money. We bought this general and that one, paying \$3,000 to \$4,000 per general. The Colombian officers were all paid off, and the Colombian general who was sent to stop the revolution was also bought off.

Robinson Only Incidental.

"Then Mr. Cromwell, having been elected by the Panama republic as general counsel, and he and J. Pierpont Morgan having been appointed a 'fiscal commission,' negotiated with President Roosevelt, by which the United States paid \$10,000,000 more to the fiscal commission' for Mr. Cromwell's Panama republic. Of this money three-quarters is still under the control of the fiscal commission."

"Why did the United States pay \$40,000,000 for a bankrupt property whose control could undoubtedly have been bought in the open market for less than \$4,000,000?"

"Who are the Panama Canal Company?"

"Who bought up the obligations of the old Panama Canal Company for a few cents on the dollar?"

"Among whom was divided the \$15,000,000 paid to the New Panama Canal Company?"

"Whether Douglas Robinson, who is Mr. Roosevelt's brother-in-law, or any of Mr. Taft's brothers associated himself with Mr. Cromwell in Panama exploitation or shared in these profits is incidental to the main issue of letting in the light.

"Whether they did or did not, whether all the profits went into William Nelson Cromwell's hands, or whatever became of them, the fact that Theodore Roosevelt as president of the United States issues a public statement about such an important matter full of flagrant untruths, reeking with misstatements, challenging line by line the testimony of his associate Cromwell and the official record, makes it imperative that full publicity come at once through the authority and by the action of congress."

NAVY'S LONG TRIP TO COST \$27,500,000

Maintenance of Battleship is
More Expensive Than
Fine Yacht.

FIGURES ON THE LONG JOURNEY

Largest Battleships Cost
Nearly \$4,000,000 a
Year.

WASHINGTON, Dec. 15.—At the top of the list of things that cost money stands the modern battleship. The yacht of the multi-millionaire as a consumer of money stands nowhere in comparison with the so-called bulldogs of the navy. The estimate of \$4,154,500 submitted to Congress by the Navy Department to cover repairs to be made to a number of ships during the fiscal year that will begin on July 1 next, is not even a bagatelle in comparison with the cost of the world-girdling cruise that will end on Washington's Birthday.

During the cruise not less than 27,500,000 good American dollars will have vanished with the smoke from the funnels of Admiral Sperry's sixteen bulldogs and the auxiliaries accompanying them. Careful estimates show that it costs about \$17,107,000 to maintain the battleships of that fleet, and that the maintenance charge on account of the auxiliaries is not less than \$5,000,000. The ships will be gone for substantially one and a fourth years. In round numbers therefore, the cost will be substantially \$27,500,000.

Well on to \$60,000,000.

The estimate as to the cost of the cruise does not include charges that could reasonably be put to the maintenance account. To make the cost appear just as it should would necessitate an estimate to be made of the proportionate share each ship should bear of the whole expense of having and maintaining a navy. Under such a system of accounting the cost would probably run well on to \$60,000,000, because the fleet constitutes nearly two-thirds of the entire navy. It embraces more than two-thirds of the real fighting strength of the navy, but there is a good deal of ineffective material in the establishment to which a careful accounting officer would assign considerable of the cost.

The cost of maintenance according to the classes of ships that compose the armada is as follows:

Larger battleships, \$3,767,125; the medium sized battleships, \$8,245,315; larger sized armored cruisers, \$2,935,236; larger sized protected cruisers, \$1,485,000; medium sized cruisers, \$295,000; and gunboats, \$175,000. These figures make the total of \$17,107,000.

The annual cost of maintenance of a ship of each type in the navy, exclusive of auxiliaries, is estimated to be as follows:

Battleship Connecticut, \$753,425.
Medium sized battleship, \$634,255.
Second-class battleship, \$468,729.
Larger armored cruiser, \$733,809.
Smaller armored cruiser, \$480,206.
Larger protected cruiser, \$495,000.
Medium sized protected cruiser, \$395,624.

Smallest sized protected cruiser, \$340,000.

Unprotected cruiser \$300,000.
Monitors, \$299,273.
Gunboat, \$175,429.
Gunboat, \$133,311.
Gunboat, \$117,800.
Torpedo boat like the Craven, \$34,000.
Submarine like the Porpoise, \$29,879.

PRACTICAL MINING COURSE

Two Hundred Enrolled in State College
of Washington.

SPOKANE, Dec. 15.—Two hundred veteran prospectors, practical miners and business men from various parts of the Inland Empire of the Pacific Northwest have enrolled as students in the "do by doing" course in the mining department of Washington State College at Pullman, eighty-four miles south of Spokane, beginning early in January.

The course covers twelve weeks. No charge will be made for instruction, the only expense being the cost of materials used in laboratory experimenting. The purpose is to enable those engaged in the mineral belts in the Spokane country and elsewhere to determine the class of the common ores by sight or with a few blow-pipe tests.

Carriers Wanted.

Several hustling students wanted to carry the University Missourian. Apply at Business Office, Wednesday between 10 and 11.

Pike Club Tomorrow Night.

The Pike County Club will meet at 8 o'clock tomorrow night at 604 South Ninth street.

A Few Suggestions of the Hundreds Available at Wheeler's for Practical Giving

Each is genuinely good and distinctly individual. There's a well grounded conviction that WHEELER'S is the place to buy such gifts.

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Every watch as good as
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cost, absolutely guaranteed.

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Notable for depth of
cutting and originality
of design.

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Novelties in Every Department
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The Christmas Rush

For candies comes on apace. Is it not advisable for you to avoid the push and crush by lodging your Christmas orders early? To be sure we will do our utmost to serve you properly at all times, but now is a better time than December 24th.

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EUREKA LAUNDRY CO.

Our laundry work can not be
equalled. Call up 116 and we'll
do the rest.

**Here's a Candy
the Very Finest**

HAVE you tried the tempting new confection—Sorority Chocolates—Taylor-Made? The candy every one is talking about. Your candy education is sadly neglected if you haven't—you've a new treat in store. Come to us for a dainty craftsmanship box of this pure, delicious candy, 60 cents the pound.

Sorority Chocolates
"Taylor-Made"

YOU will vow you never ate chocolates so fine—so snappy of covering—so meltingly good on the tongue. They're a private stock confection—the cream of creams. No wonder the college girls and the high school maidens the country over are singing their praises. You'd better try a box of these Sorority Chocolates today. Ask your dealer, or mailed prepaid on receipt of price by manufacturers, Taylor Bros., Battle Creek, Mich. 50 Taylor Building.